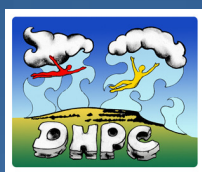


# Skywords



Email [katerawlinson@hotmail.co.uk](mailto:katerawlinson@hotmail.co.uk) if you wish to submit anything for next month's mag.

*Katex*

## Advance Notice - Club Night

### Inside this months issue:

- Chairman's Chat
- Site Update's
- Paragliding Comps – Urgent Notice BHPA
- Ed's Coaching Column
- Chris Scammell  
XC Theory Masterclass
- The Glorious Twelfth-site closures/warnings
- Library News - Video Review
- British Open Series Hang Gliding Comp in the Dales

Thursday 2<sup>nd</sup> September

Chris Scammell



7.30 for 8.00pm start

### 'XC Decision Making'

Join Chris for our first club night back to Hear some invaluable advice about those Critical decisions that make the difference Between a 10km flight and a 100km XC flight

Dynley Arms, Otley Road,  
Pool in Warfedale, LS21 1ET

<http://www.viewleeds.co.uk/pubsandbars/dyneley-arms-maps-38906.html>

## Chairman's Chat



I'd better be careful what I write this month. Joe Schofield asked me if he could use last month's ramblings in Skywings. I was so shocked that a) Someone had actually read it and, b) Thought it was worth publishing; that I forgot to ask for a fee! No danger of a repeat this month since I'm going to document committee business from our meeting of 11 July.

The local agreement that allows us to fly at Ilkley and Baildon has been renewed and there is more on that in this newsletter. This month also sees the start of the shooting season which brings limitations to a number of our sites.

The shoutbox was subjected to cyber attack (well some bad language anyway) earlier in the month, but thanks to some effective counter-measures I'm pleased to say that things are back under (relative) control.

Following the success of last month's coaching day Ed is hoping to run further days in Aug, Sep and Oct; weather permitting. If conditions allow we hope to incorporate some advanced (and basic) ground handling techniques into one of the days. Kate is organising an XC Theory Weekend on 19/20 Nov (venue to be confirmed) to be run by Chris Scammell at a cost of £50 per person.

We had a chat about the CIVL decision to rescind the certification of competition gliders and concluded that (hopefully) most of us won't be affected, although the implications for insurance remain largely unknown.

Club nights start up again on 1 Sep back at Dyneley Arms and Trev is busy organising an interesting and varied programme. I'm pleased to be able to report that beer is still only £1.64 a pint (dare you to publish that in Skywings Joel!).

The new club handbook (including colour sites guide) is at the printers and you

should get your own personal copy this month (or possibly at the Sep club night).

Fly safely,

Martin Baxter  
Chairman

## SITES UPDATE

### Baildon & Ilkley

We have just renewed the local agreement that allows us to fly at both Baildon and Ilkley (within controlled airspace). The Air Traffic Co-ordinator made the following comments:

"It is very important when the Baildon Moor site is active above 100feet that your guys keep a very good look out. Baildon is beneath the standard west bound Leeds-Keighley VFR route which route out not above 2000 feet above sea level. This route therefore takes traffic over the Baildon site less than 1000 feet AGL.

It is more important for inbounds as, when busy, we may well ask traffic to orbit in the Baildon area to keep them within controlled airspace, but outside of our actual circuit. There may therefore by times during busy periods that we have traffic holding over Baildon whilst the site is active."

The outbound traffic shouldn't be too much of a problem for us since we wouldn't be flying in a westerly. We are far more likely to encounter inbound traffic. The pilots of light aircraft may be fairly inexperienced and face a fairly high workload on finals.

Under these circumstances it's very easy to lose height if put into an orbit.

If there is any chance of you climbing to more than 100' AGL make sure you book in and, as the man says, **Keep a good lookout.**

Martin

# **Urgent Notice – Paragliding Competitions**

Following the recent events at the Paragliding world championship in Piedrahita, the following statement was issued by CIVL:-

*“Due to recent incidents at the 12th FAI Paragliding World Championship in Piedrahita, Spain the CIVL Bureau has temporarily suspended the certification of Competition Class Paragliders with immediate effect. This suspension means that paragliders classified as Competition Class under Rule 12.1.1.2 of Section 7B of the FAI Sporting Code are not permitted to fly in FAI Category 1 championships for the period of the suspension. Organisers of FAI Category 2 events are also strongly advised to consider whether Competition Class paragliders should be permitted to compete in events with racing tasks for the period of the suspension.”*

Members of the Paragliding Competitions Panel met with The BHPA Executive Council at an emergency meeting in Leicester yesterday to decide on the steps that should be taken in response.

The BHPA's position, with immediate effect, is that participation in all BHPA Paragliding Competitions involving racing tasks is limited to the use of EN or LTF certified gliders only. This position will remain in force until CIVL's decision is reversed or varied.

A significant effect will be that BHPA competitions currently in progress or planned, must proceed using certified gliders only. This will seriously impact upon the British Paragliding Championships, the next stage of which is to be held in St Jean. The Paragliding

Competitions Panel is currently liaising with competitors involved.

## **Important – Insurance Situation:**

This will affect the applicable BHPA liability cover. Your BHPA 3<sup>rd</sup> party liability insurance will be invalid if you participate in the organisation (e.g.: task-setting or marshalling) of any paragliding competition involving racing tasks where pilots are flying uncertified gliders. If any member is uncertain as to whether this affects them, they must contact the BHPA to discuss their particular situation.

## **For Clarification:**

- △ Free flying is not affected
- △ Paragliding XC League and Accuracy competitions are not considered to involve “racing tasks” and are therefore not affected.
- △ The BHPA 3<sup>rd</sup> Party Liability insurance continues to cover individual pilots who fly uncertified gliders at all times, provided they are registered with the BHPA in the usual way.
- △ Paramotoring is governed by CIMA and is therefore unaffected by the advice from CIVL

**BHPA Executive Council  
BHPA Paragliding Competitions  
Panel**

**15 July 2011**

## Awesome Retrieve Bus Service – Pete Logan

Neil Plant and I landed in what could adequately be described as the middle of nowhere on Sunday 3rd July. Near a little village 265 road between Pateley Bridge and Ripon. Ten minutes of fruitless hitching later and Neil was about to place me out of site in order not to scare people off. That wasn't needed in the end as a "vintage" York Pullman came over the hill and was easy to flag down. It's a service that runs the B roads from York via Boroughbridge to Ripon, Fountains Abbey, Pateley Bridge and Grassington. Pretty useful if you've been flying in a NW from Wether or Dodd and come down on the edge of the Dales. <http://www.yorkpullmanbus.co.uk/dalesbus.htm>

We were able to phone ahead and picked up a further 4 pilots in Pateley Bridge. We decided Grassington or rather Threshfield was going to be the best place to be for retrieves back up to Wether to get cars. I was dawdling on the walk over to Threshfield from Grassington and stopped

for an ice cream. I was passed by a bus going into Grassington headed for Ilkley. After it stops at the National Parks place it comes back to Threshfield and turns down the Burnsall road. The driver wasn't too happy about me flagging the bus down in the middle of a junction but he wasn't going anywhere due to cows in the road. It's the 870,874 - Wakefield - Leeds - Otley - Ilkley Service.

<http://www.arrivabus.co.uk/serviceInformation.aspx?id=8224>

A direct bus from Grassington to Wakefield.

I got back to Otley for a fiver which is where I'd left my van. All pretty efficient. One warning; having to get a full size bus down those lanes with Sunday drivers is turning the second bus driver psycho.



Treat him gently.

Pete Logan

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November 19th and 20<sup>th</sup> 2011  
**XC Theory Masterclass**

with Chris Scammell



2 day classroom course  
covering all aspects of XC flying  
Change the way you think about flying paragliders

**£50**  
max 25 pilots

Venue to be confirmed

More details about venue, accommodation etc will be in the next newsletter and available on the DHPC website in the next couple of weeks, should you want any further information now please contact Chris by e-mail [chris@mountainparagliding.co.uk](mailto:chris@mountainparagliding.co.uk) or tell 07988 691626 details will be on his website shortly.

Kate will be collecting names and money in advance, tea, coffee, biccies etc will be provided by the club and Kate will be arranging a bit of a do (curry/meal out) on the Saturday night, for those who are staying over.

## **The Glorious Twelfth**



The Glorious Twelfth is used to refer to 12 August, the start of the shooting season for Red Grouse (*Lagopus lagopus scoticus*) and to a lesser extent the Ptarmigan (*Lagopus muta*) in the United Kingdom. This is one of the busiest days in the shooting season, with large amounts of game being shot. The date itself is traditional, the current legislation enshrining it is the Game Act 1831 (and in Northern Ireland, the Wildlife (Northern Ireland) Order 1985).

Grouse rearing and shooting provides a significant income to many landowners and probably represents the greatest threat to our flying sites. Pen Hill and Great Whernside have already been denied to us because of grouse; and Stags Fell, Nappa Scar and Ilkley could very easily go the same way.

We as a paragliding club may not think of this as so glorious as it affects our flying and especially XC flying. However we all share and use the countryside and have to respect each other and all that entails.



To that end please note the below:-

- **Nappa Scar and Staggs Fell** - No XC flights between Aug - Dec.
- **Kilnsley** - Site closed from 1st August to 31st December. No flying during this period.
- **Addleborough** - No flying during the months of Sep - Nov unless prior approval obtained using the contact numbers on the website.
- **Bishopdale** - No flying August 12 – December 31.
- **Great Wherside** - Stephen Mawle has threatened to sue any pilot who disrupts a grouse shoot.....
- **Windbank** - When landing, do not fly over the plantation, as it contains game birds managed by local farmers.
- **Wether Fell** – Shoots happen throughout the year usually on a Saturday, hopefully we will be able to publish these dates on the website, but to be on the safe side always be aware over the back here.

***All please adhere to the above; we would not want to lose a site (or a pilot!).***

Dave Bradwell, Sites officer N.

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## Coaching – Ed Cleasby

Following a great spring with some excellent lengthy periods of soaring and XC weather May and June developed into payback time with lots of indifferent weather. Often it became a case of grabbing the odd day or even hour to squeeze some flying from ... amongst it all was the random, excellent day. Unfortunately none of it seemed to coincide with weekends sufficient to get a coaching day in. Hence, we had an enforced wait until 3<sup>rd</sup> July. But what a day!

Arriving at the top of Wether fell we were greeted to the record sight of more gliders than sheep droppings strewn across the hill. Such is the power of RASP that when it is said this was the site of the day, they came from far afield ... and even Scotland. Fortunately, for many the main focus was to get as far away from it as possible as soon as possible. Within an hour the first 30 had left to bring a degree of calm to the hill.

The coaching day was well attended with 14 pilots signed up and four coaches in attendance ..... my sincere thanks to them as I did go fly-about occasionally (I call it top cover ... someone has to do it). After a rather dead spell for a few hours in the middle of the day, it came good again and allowed increasingly



excellent soaring until .... Well .... it got dark if you were prepared to stay that long. Different people got varying amounts of soaring in, lots of landings; some were of the sweaty variety at the bottom. The latter was probably the reason some sat it out in recovery mode for a period, "I ain't gonna do that again for a while!". Well, it was a hot day.



It's a good idea to have a few targets for the day. Toby was a prime example, being determined to get in a series of take-offs, flights and top landings ..... he even brought his own spot landing markers. How's that for prep? When Jimmy was eventually persuaded to leave his "seat", following a multi-hour briefing from Martin he had some excellent flights and his improving skills (despite a lay-off) were evident. Anyway, well done to all, there was far more flying done than I could keep track of.

-----

An area that seems to cause the most problems for people is inflation and take off (I deliberately split them). It's something that was raised by almost everyone on their registration sheet .... and observation on the hill would tend to reinforce this. I would put it on my list too and I suspect many experienced pilots would join me. It's easy to get complacent; stop regular practising and be so eager to be up and off that the inflation and take off become almost a single action sequence. Windy take off's seem to have become the norm ... and they do lead to the rushed take off. So ..... I do understand the issues, anxieties and concerns people have. I feel them too on occasion.

Probably because my take off's are far from convincing at times these are my own tips to make it easier and safer. Some probably come from my hang gliding days. These tips relate only to location, location etc ..... not techniques; they are a separate issue. It's about making it as easy for yourself as possible.

- Where?..... some pilots seem prepared and able to pop it up in all manner of places. I'm afraid, like my dog looking for a place to sit, I take a little while to settle. I probably appear anti-social at times ... it has been said! I'm looking for a place that as near as possible meets the following criteria:
  - a) Clean ground, free of anything that can snag lines, especially heather, bracken, rushes, when carrying their seed pod and even small rocks (add sheep and cow poo in there).
  - b) Clear of hazards behind (very important); to the front (important), the sides (fairly important).
  - c) Hazards could be walls, other gliders, rocks, bushes, fences, rabbit holes etc ..... look and you'll see. Use your imagination; apply Sod's Law.
  - d) I worry more about rocks than anything else. They are hard, they hurt and do damage to glider and body. Not just obvious rocky areas but small embedded ones even in clean ground such as found in limestone areas.
  - e) Airflow. You want the cleanest, laminar flow you can get .... especially if it's windy. You can have the best looking piece of real estate on the hill but if a small (out of view outcrop) lies directly in front it will disturb the airflow. Bushes, walls, etc can do the same. Learn to visualise the airflow.

- f) Slope 1. If the wind is slightly crossed I find a piece of ground best orientated towards that direction. Cross wind take offs are not easy and lead probably to the most (side) draggings of all as the wing skews over.
- g) Slope 2. The windier it is the nearer to the front I tend to go and the steeper ground I prefer (But not too steep). On a few sites I take off only part way up if it allows. BUT ..... you need to know the site for that. Some have especially strong compressions even on modest wind days. Whernside is one, hence my preference to take off at the northern walk up end below the top. Tow Scar and Tailbridge have grassy lower level take off's but quite strong compression zones; it depends on the shape of the hill and KNOWING the hill. If you use a lower take off then if in doubt stay well out and bottom land. Because I fly the Lakes a lot, it is the norm to take off low and fly up .... but you exercise judgment and caution.
- h) Whilst walking the hill looking for a "nice" place to launch suss out the landing options too and even visualise your approach track into it. Look up to 40m or more behind it because that's where you'll land if the wind picks up or you misjudge your final turn or glide .... or get dragged.
- i) Timing. Not specifically to do with the location and something of an instinctive thing. It could take 15 to 30 minutes from arriving at the hill to being ready to launch. Observe the cycles, especially on thermic days. Expect it to go from "blownout" to hardly able to inflate the canopy over relatively short spells or big switching of direction. Wait until you are happy with the conditions both over a period and during your launch window. There really is no big need to rush.
- j) The glider tells you almost everything. Your wing is very sensitive to the air around it. If it repeatedly squirrels around and is a handful it's telling you something. Consider moving to a better place.
- k) Watch other gliders taking off. Do they have a clean inflation and transition? Do gliders on different parts of the hill have an easier time than others? It may help in selecting your TO place.
- l) Pilots can be a bit sheep like at times and gather in flocks ..... that in itself creates hazards. Find your own space and be a bit anti social like me ..... it also stops you getting held up with discussing the price of fish. Avoids embarrassing situations too.
- m) Every site is different. The same site can be very different from day to day or even during the same day. Don't necessarily use the same launch place each time from habit, assess and select your take off place as conditions dictate.

In conclusion, apply as many of the above factors as the site/day allows and it should help to smooth your take off and avoid maybe an accident should it not go to plan. Fluffed take offs are very common and embarrassment never hurt no-one but don't turn it into something worse. Before your glider emerges from the bag its good practice to apply the "ground rules" first.

Just a few coaching items.

- Exams are being sat on a regular basis. I'll post up "congratulatory note" on the forum under coaching; unless you fail then I won't even mention it.
- I feel it may be useful to have a groundhandling session/clinic. We have discussed at committee and there are a few options. This could be a day plus some flying or just groundhandling if the weather only allows that. Good groundhandlers please get in touch ..... you may have skills to demonstrate and pass on.
- Any new(ish) Dales members are encouraged to send a short profile/pic to Skywords as an intro' to themselves. Unless like me you're too shy and retiring; be more Pete Logan, big n brash! If you send to me I'll forward to Kate.
- The coaching group now stands at 25 members.



- To seek advice/help between coaching days please make use of the list of coaches. That is why they are coaches. The list is updated, but could coaches who wish to correct mistakes please let me know.
- For those who have been asking and those who just want to have a look, here is the link to the RASP weather soaring predictor via the NOTAM site. Find in menu on the top left plus other forecast stuff. See what you make of it but we may be doing a session on it at some point if demand.

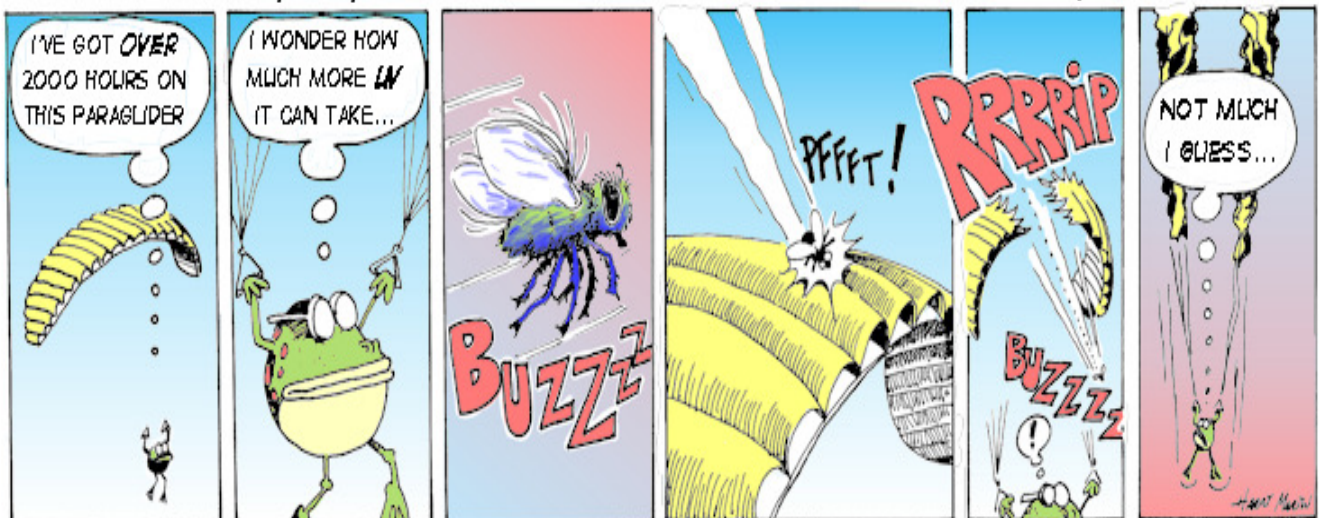


<http://www.notaminfo.com/>

Ed

### Croak & Cluck by Harry Martin

[www.HarryMartinCartoons.com](http://www.HarryMartinCartoons.com)



## *British Open Series Hang Gliding Comp in the Dales*

As I was local site co-ordinator for this comp, a bit of leg work had been done, mostly by others on the DHPC committee (thanks Pete and Dave) but as it turned out we only flew from Wether Fell which was very convenient as we were based at the Crown.

The day before the 1<sup>st</sup> day of the comp was hacking down with rain and all the assembled pilots and retrieve drivers feared the worst, especially as the first comp in South Wales had been blown out till



the last day (though this was a cracker and made up for it for those that had stuck it out).

Friday cleared out so we were all dragged up the hill and huddled around for the briefing and our Meet Head, Pete Coad, set a task to Wombleton, 79k just past Helmsley, for the main group with a goal at Carthorpe in the Vale of York for the Club Class.

A breezy day with not a very high cloudbase and

wave intervening to make the flying unpleasant at times – generally not a classic day for going over the back. But pilots did dribble away in small groups which didn't include me and after a couple of hours, the conditions were getting that rough that I was considering landing (would have been a bad plan because once you're on the ground you're guaranteed to miss anything good that's going on).

The wind did pick up and created a fair bit of aluminium carnage (one of whom was Andy Gell whose glider got turned upside down and well bent) but I missed all that by keeping in the air – got away with a good group and should have done better but lost out, ending up on my own, and landed near Masham.

Quite a lot of good pilots got close to goal with 2 rigid wings, Tim King and Richard Murphy, making it in and one flexwing, Stew Reid, in. Stew got there by flying around the North of Leeming and then down the North Yorks moors!

Quite a few quality flyers did not get too far down the Dale which salvaged my feelings a little. Kev Gay didn't get too far so there was a bit of sobbing there.

I'm a bit short of pictures of this comp (have to get Kate going with the camera) but here's a oldish pic of Rich Lovelace flying Wether on his Combat form the days before he saw the light and moved over to Wills Wing gliders.



The next 2 days were super naff with lots of rain – as per normal, I don't stay in the Dales for this comp so I didn't waste time travelling up there and just phoned in with my assessment of the weather

to Pete Coad. There were really good talks given on each day so there was plenty for folk to keep themselves busy.

Monday looked a bit grimly but the Meet Head is keen so once again we trooped up the hill – pilots started rigging but I didn't see a lot of future in this and so left the glider on the car. But then it started to look a bit post frontal and so I had to get my act together and get rigged.

A goal was set to the bottom landing field of Carlton Bank, less for the Club Class, and sure enough a few pilots made it – as they got to goal, they had actually caught the rain up and had to land in the



stuff. Once again, I wasn't too lucky and landed half way down the Dale – must try harder.

That night we have the Competition meal at the Crown where we an absolutely fantastic spread put on by Tiny and Judith Parades. We have something like this laid on for each comp – helps to keep up the ballast quotient to give good penetration in the stronger winds.

The forecast for the last day, Tuesday, looked like a

bramah and everyone was keyed up for a big task. Pete duly set a 161k task to a place called Skeffling just north of Hull and guess what, four pilots made it to goal, Graham Phipps, Tony Stephens, Justin Needham and Tim King on his rigid Atos VR. A few others nearly made it but were put down by a sea breeze, a few k short.

Once again, I didn't do too good, just halfway down the Dale – it's just not good enough.

However, this was a very successful comp, three tasks out of five days is good, especially when the last one was a hundred miler!

Well the BOS series in the UK is over now, the last comp having been recently run in the Long Mynd. Didn't fare too well in that comp either as I had a poor landing on the first day and bruised my hand, stopping me flying on the next 3 days – this wasn't as bad as all that as 2 of these days were non scoring.

Got away OK on the last day for a modest distance giving me an overall score of 11<sup>th</sup> place in the series – life in the old dog yet!

Trevor Birkbeck

## **Library News- Melise Harland**



The library catalogue is now on the DHPC website! To access it go to the homepage and you will see the library listed in white lettering on the blue band at the top of the page. If you click on the word Library it will take you to the catalogue so you can have a look, see what we have and have a wish list ready for the next club night. If you would like to pre-order any item from the catalogue feel free to send me an e-mail ([Melise\\_Harland@yahoo.co.uk](mailto:Melise_Harland@yahoo.co.uk)) and I will reserve it for you. Some of the items are now getting a bit dated so if you have any suggestions for things you would like to see here let me know.

This month I'm feeling a little sleep deprived after a number of late nights working my way through the Dales DVD Library to check that they all work now they have been cleaned. Although the vast majority did work I found that some would only play on Windows Media

Player whilst others would work on RealPlayer so if you borrow one and can't get it to work on one media player try another before giving up if you can. There were only 4 that I couldn't get to play at all or that stuck so badly it wasn't worth watching them, so not too bad really considering the age of some of them. Pete Logan is currently checking the ones that didn't work to make sure it wasn't just my DVD drive playing up.

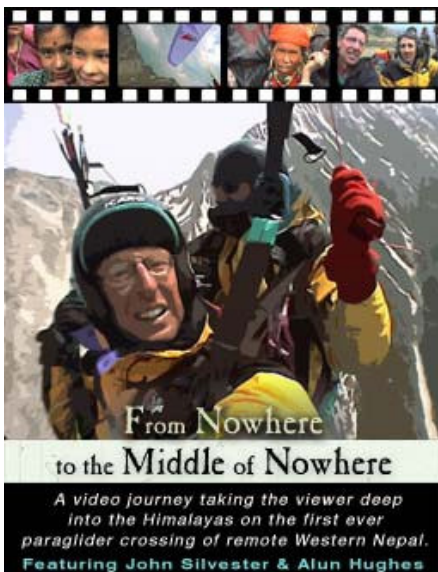
The GB Paragliding Championships 2004 sticks a little bit at the start of the Castejon round section but stay with it and after a little wait it gets going again and is well worth watching. Likewise Manilla Sky took a bit of getting going near the start but then ran fine on RealPlayer but didn't seem to want to play on Windows Media Player. Ozone Future Style was a bit of an odd one with the chapters copied several times on one DVD so as soon as you start to think "I've seen this once already" stop it and do something else because you will have seen the rest.

Right, I'd better get on doing that review I've been meaning to do for months..... fly safe everyone.

#### Video Review

### **From Nowhere to the Middle of Nowhere** **By Al Hughes Films**

Reviewed by Andy Walker



This is the story of a unique journey by paraglider through the wild mountains in the west of Nepal. They have a distant goal but are steered more by the wind and the weather.

The film is 46 minutes long and was the winner of eight major awards in 2000 (the year after it was made).

GRAND PRIZE Mountain Film Festival, GRAZ, AUSTRIA

GRAND PRIZE Mountain Film Festival, VAL D'ISERE, FRANCE

SPECIAL JURY AWARD Banff Film Festival, CANADA

SPECIAL JURY AWARD Les Ecrans de l'Aventure, FRANCE

BEST ADVENTURE FILM EI Yelmo film festival, SPAIN

BEST MOUNTAIN FILM Torello, SPAIN

BEST FILM PUBLIC PRIZE St Hilaire, FRANCE

SPECIAL JURY AWARD St Hilaire, FRANCE

John Silvester and Alun Hughes fly tandem and share the sweeping view of the snowy ridges and deep valleys below. John provides the commentary and casually tells us about rapidly rising thermals and fast sinking air round and alongside the huge mountain faces they're flying. Alun holds the video camera on a pole and captures the tucks and the turns and the circling vultures

Each village they stop at offers a glimpse into the unchanging life of the gentle Nepalese people who are eager to help and invite the travellers into their homes.

This film made me want to learn to fly in the big mountains and experience the thrill of an unknown adventure.

# Dales Hang Gliding and Paragliding Club – July 2011

## Hang Gliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
<b>Trevor Birkbeck</b>	Various	Ripon	trev.birkbeck@virgin.net	01765 658486
<b>Alistair Irving</b>	Various	Huddersfield	aliirvin@msn.com	01484 844898
<b>Steve Mann</b>	Weekends	Kirkby Malzeard, Ripon	steve.andbex@virgin.net	01765 650372
<b>Kevin Gay</b>	Various	Ripon	krGay@talktalk.net	07794950856
<b>Ed Cleasby (Senior power coach ) Chief Coach</b>	Various	Ingleton	edcle1@tiscali.co.uk	07808394895

## Paragliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
<b>Sean Hodgson</b>	various	Haworth	sean@ogi.me.uk	07999606084
<b>Rob Burtenshaw (senior coach)</b>	Sun+various	Oxenhope	burtenshaw@fsmail.net	07747721116
<b>John Lawson ( Safety )</b>	Various	Leeds/Horsforth	johnklawson@googlemail.com	07747081978
<b>Peter Balmforth</b>	Weekends	Leeds	peter.balmforth@ntlworld.com	07714213339
<b>Noel Whittall</b>	Various	Leeds	noel.whittall@googlemail.com	01132 502043
<b>Alex Colbeck</b>	Weekends	Harrogate	alexcolbeck@hotmail.com	07717707632
<b>Steve Mann</b>	Weekends	Kirkby Moorside	steve.andbex@virgin.net	01751 433130
<b>Pete Logan (Secretary)</b>	Various	Shipley	pete@logans.me.uk	07720 425146
<b>Peter &amp; Sara Spillett</b>	Weekends	Skipton	sara@petensara.com	01756 760229
<b>Tony Pickering &amp; Zena Stevens (treasurer)</b>	Various	Otley	anthonypaulpickering@hotmail.com	01943 466632
<b>Kevin McLoughlin (Comps)</b>	Weekends	Lancaster	Kevin-mcloughlin@hotmail.com	07767 652233
<b>Martin Baxter (chair)</b>	Weekdays	Skipton	mrbaxter@hotmail.co.uk	07775785479
<b>Ronald Green</b>	Weekends	Hartlepool	ronaldgreenpilot@hotmail.com	07403068944
<b>Fred Winstanley</b>	Various	Higher Bentham	fredwinstanley@sky.com	0777041958
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